

CAPTAIN JOHN SMITH & ASSOCIATES

SURVEYS AND MARINE CONSULTANCY  
WOOD AND STEEL DESIGN AND REPAIR

6 WOODSIDE ROAD  
FOCHABERS  
MORAY IV32 7HD  
TELEPHONE (0343) 820528

15th April 1987

SURVEY ON 'KAVANACHE'  
Bermudian Schooner (ex 100 sq.m.)

Dimensions, scantlings and structure are as 'KLANICH'

Because of the very poor condition of the frames, where observable, and because this implies much leakage at some time in the past, it is desirable that this boat is opened up as soon as possible. Even though it appears that the timber structure is in good condition, the inability to get at the hull due to glassing outside and ceiling inside must leave in doubt any assessment of overall soundness of hull planking.

In this boat, as in 'KLANICH' all frames are through bolted and it may be that some of the planking may show rot from decay around seriously rusted fastenings.

In general, the timber structure at deck level, i.e. clamp, carlins, beams, decking and deck erections are in as good condition as the other boats and it would be my opinion that the hull is more than adequate for the forthcoming season. Thus we are talking about next winter as regards further examination.

A copy of the 'on spot' survey list of frames is attached and, as can be seen, is not too bad.



CAPTAIN JOHN SMITH

AVALANCHEFRAMES & FLOORS ETC.FRAME

1 - US  
 2 - 50%  
 3 - 50%  
 4 - 30%  
 5 - OK  
 6 - OK

ALL OTHER FRAMES REQUIRE  
 THOROUGH INVESTIGATION.

FLOOR

1 - US  
 2 - US  
 3 - 30%  
 4 - 50%  
 5 - OK  
 6 - OK  
 7 - 50%  
 8 - OK  
 All OK to  
 31 - 60%  
 32 - OK  
 33 - No access  
 34 - OK  
 35  
     Cemented  
 36  
 37 - OK  
 38 - OK  
 39 - OK  
 40 - US  
 41 - OK  
 42 - OK  
 43 - OK

TIMBERS

1 - 23 - OK  
 24 - Rot P & S over lower 10%  
 Remainder OK  
 2 - after hanging knees - US

ADVISE BOAT BE OPENED UP



**APTAIN JOHN SMITH & ASSOCIATES**

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**CONCLUSIONS:**

As of now and apart from AVALANCHE - the boats require no major work outwith the normal scope of the RE workshop and if the yachts were required for a further ten years' service only, then the normal winter maintenance would suffice.

However, for further longevity, there is a need to get down to the basic internal hull.

To this end, it is suggested that this summer is the time to get ideas finalised on deck equipment and hardware so that some standardisation for renewals and replacements can be set, and that next winter should see an end to the intrusion of accommodation alterations and modifications into the maintenance programme.

Following this, some authority should set up a scheme of work (outwith the normal paint and varnish scheme) to sectionally inspect and clean up the inside of the hulls over the next few years.

Such work will entail the burning off of the hull inner surface paint, the de-scaling and where necessary rebuilding of steel frames, floors and angles, the withdrawal of main floor and ballast bolts and any repairs found necessary to the timber structure once exposed.

At this time it would not seem to be a problem, however ventilation is inadequate and the closed lining of hulls from cabin sole to sheer clamp is not desirable. The trend to cover or hide structural members should be resisted but, where necessary, a sufficiency of air gaps or holes should be allowed.

For those boats sheathed in GRP, it is advisable to check that it is totally intact following any contact with solid objects and this includes the slipping trolleys since there is some reluctance to look at, or paint, under the keels.

Skipper's winter check lists should include this, together with inspection of skin fittings, stern glands, shaft bearings and propellers, pumps and gas lines.

With the boats up to scratch, fancier trim can be considered. However there is much to be said for making the best of both modern and traditional worlds. To this end, alloy hatches are far and away superior to wooden lids of any complexity.